



California High Speed Rail Authority

Board Presentation

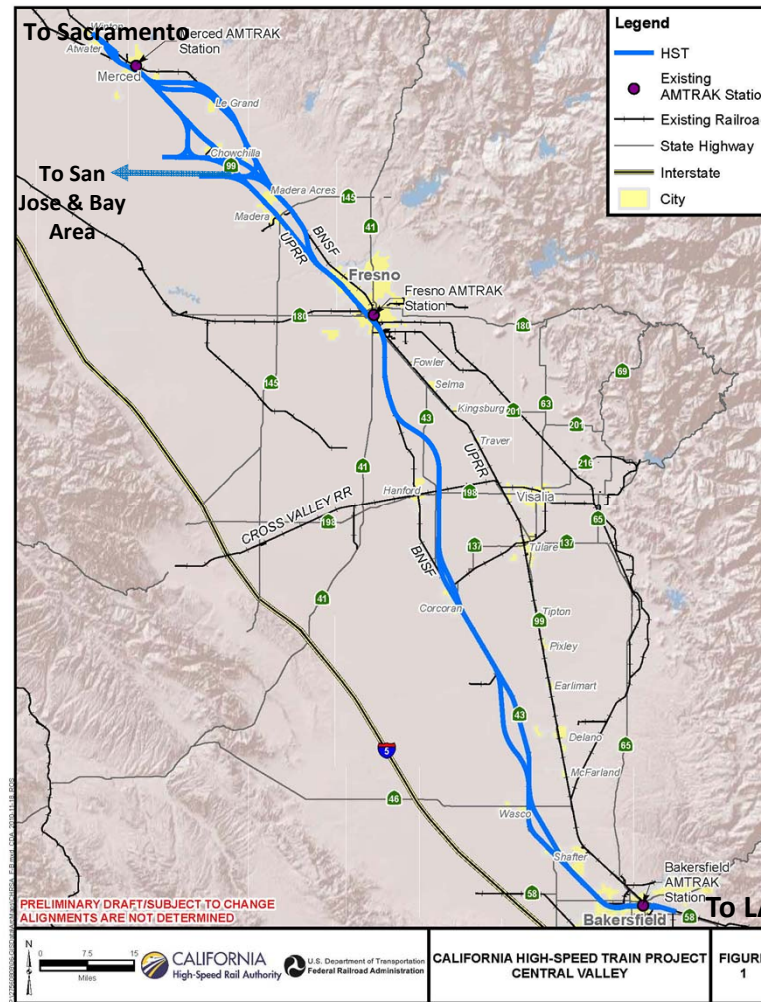
December 2, 2010





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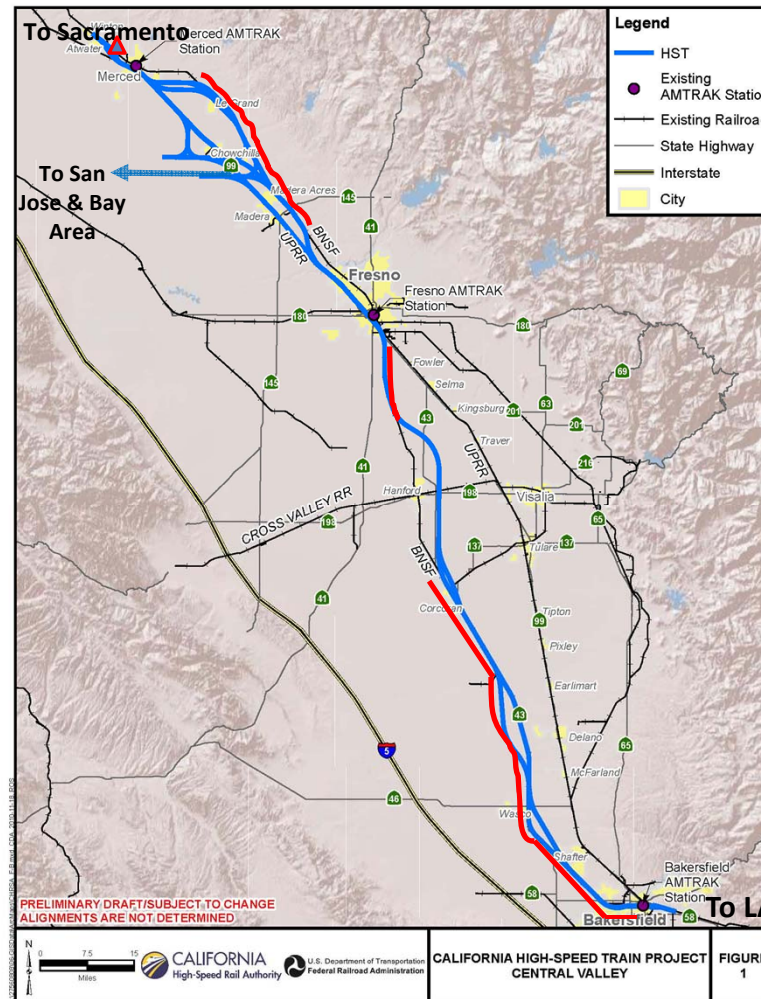
Figure 1: Central Valley Alignment





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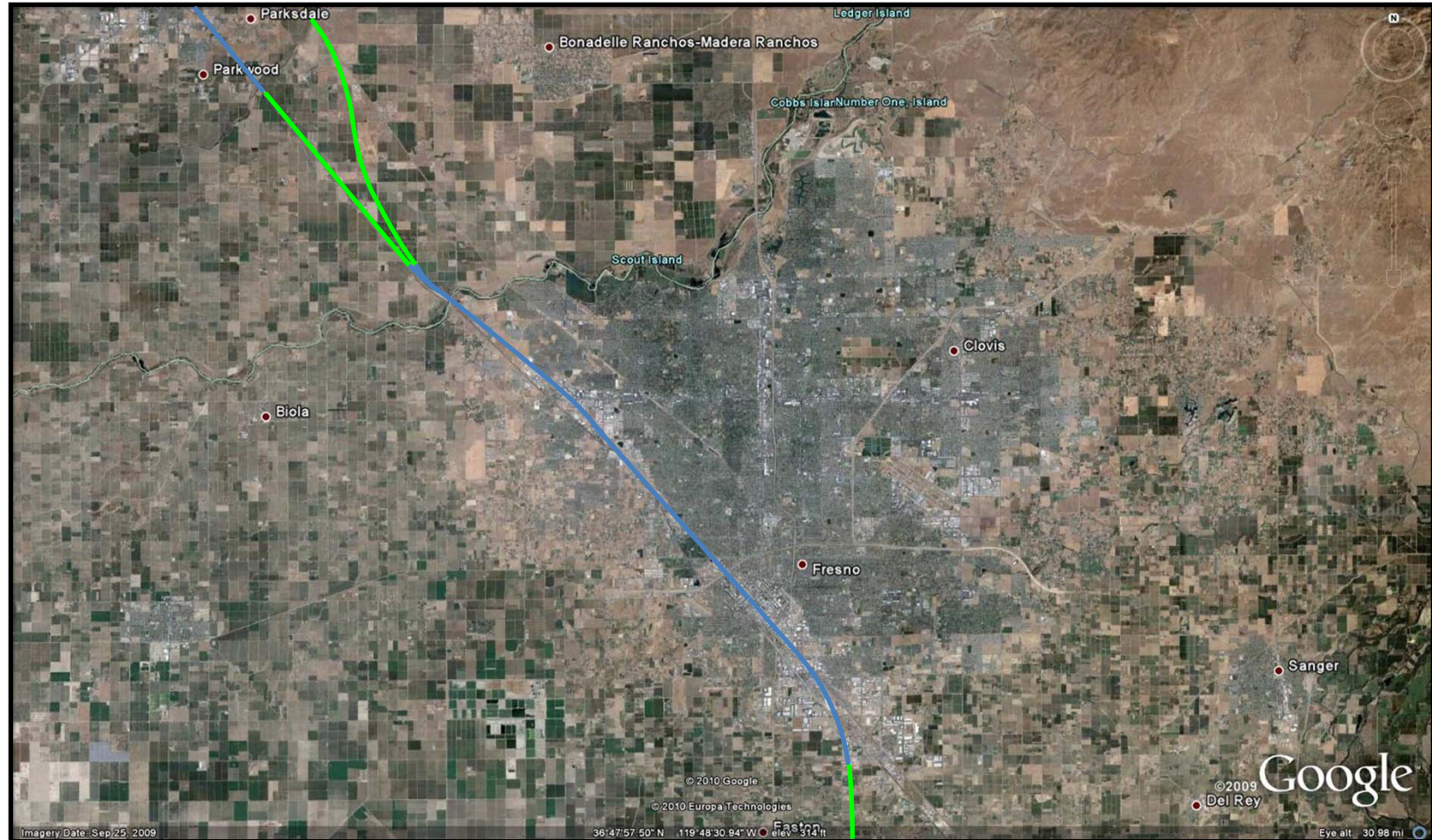
Figure 1: Central Valley Alignment





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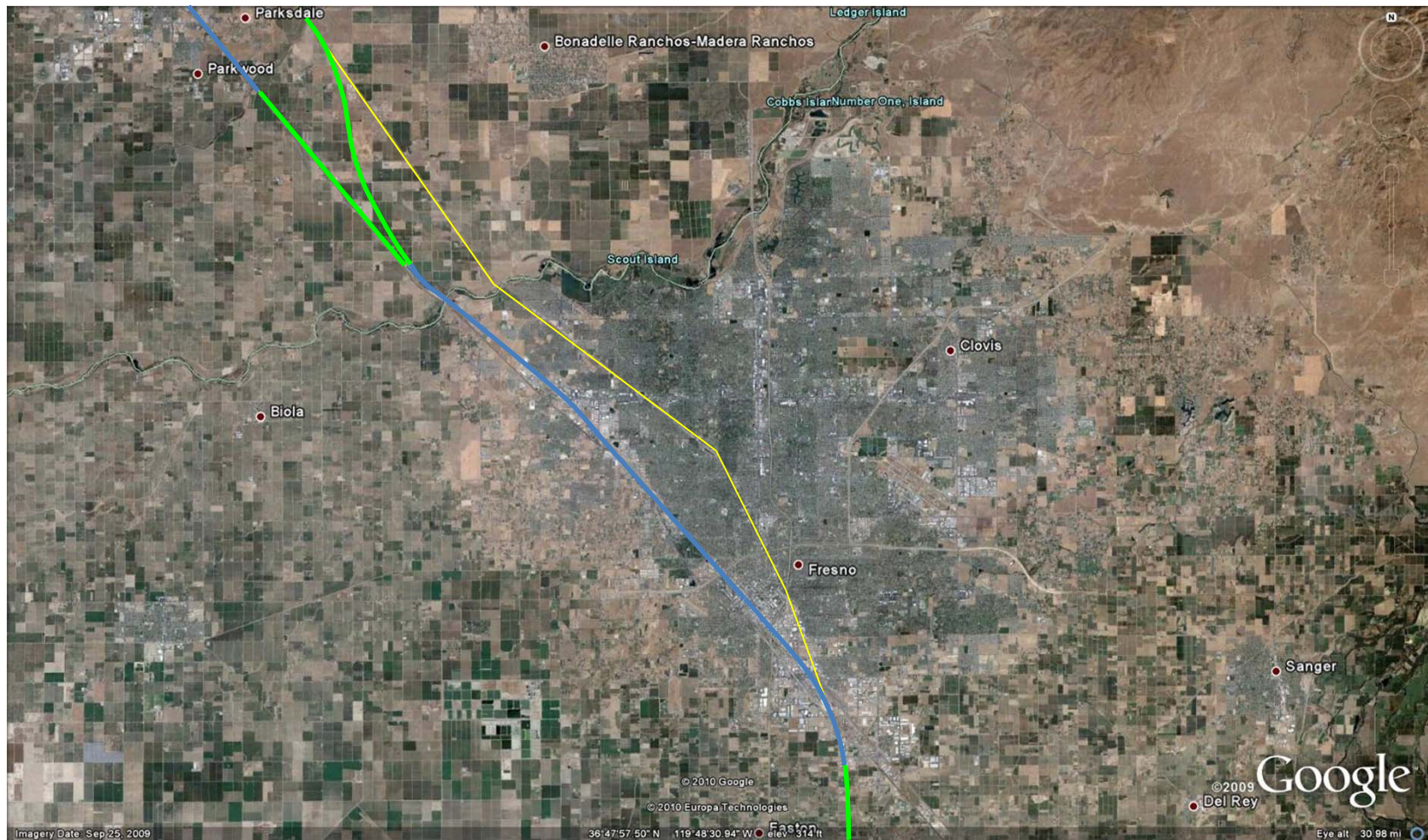
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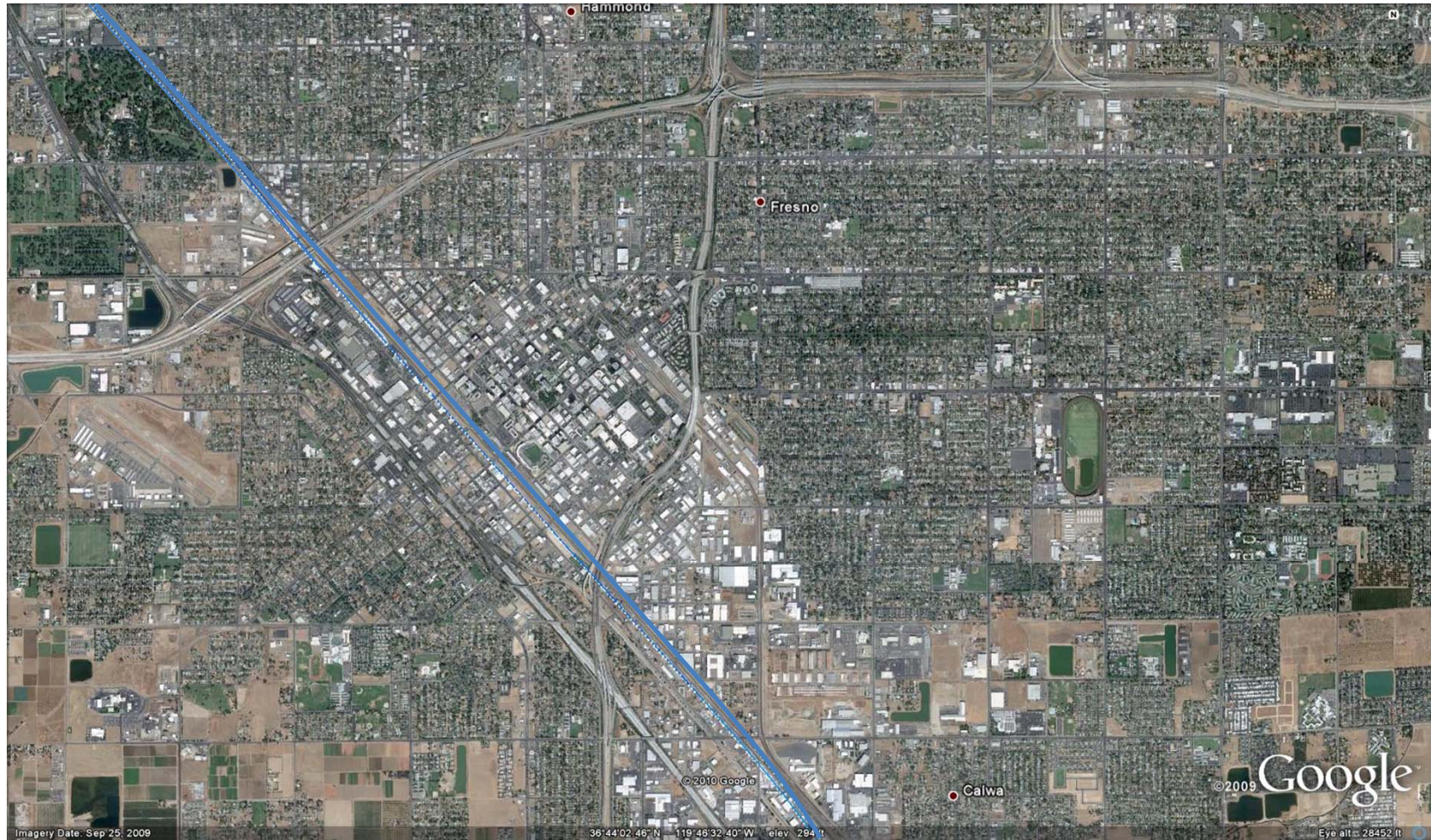
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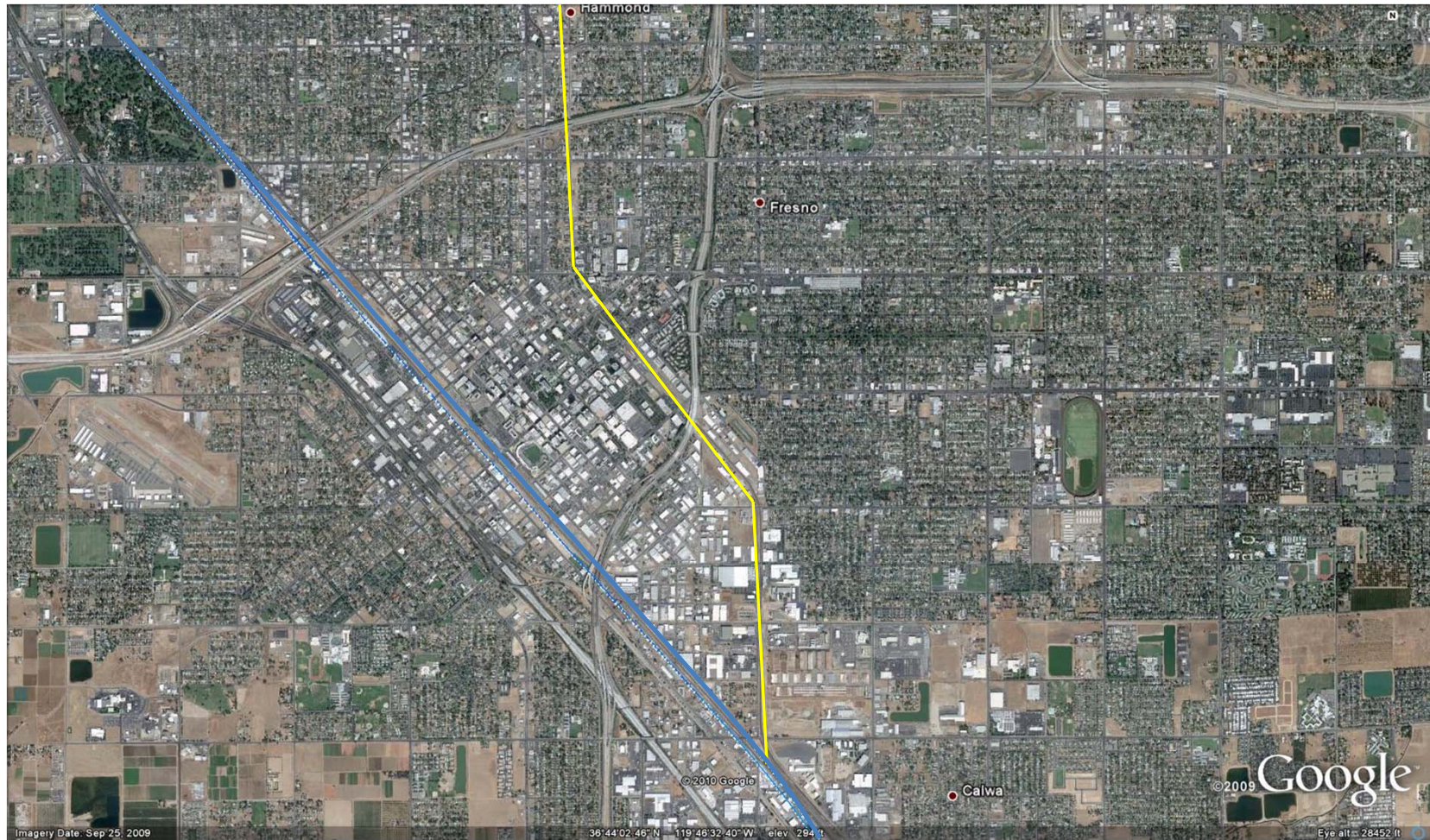
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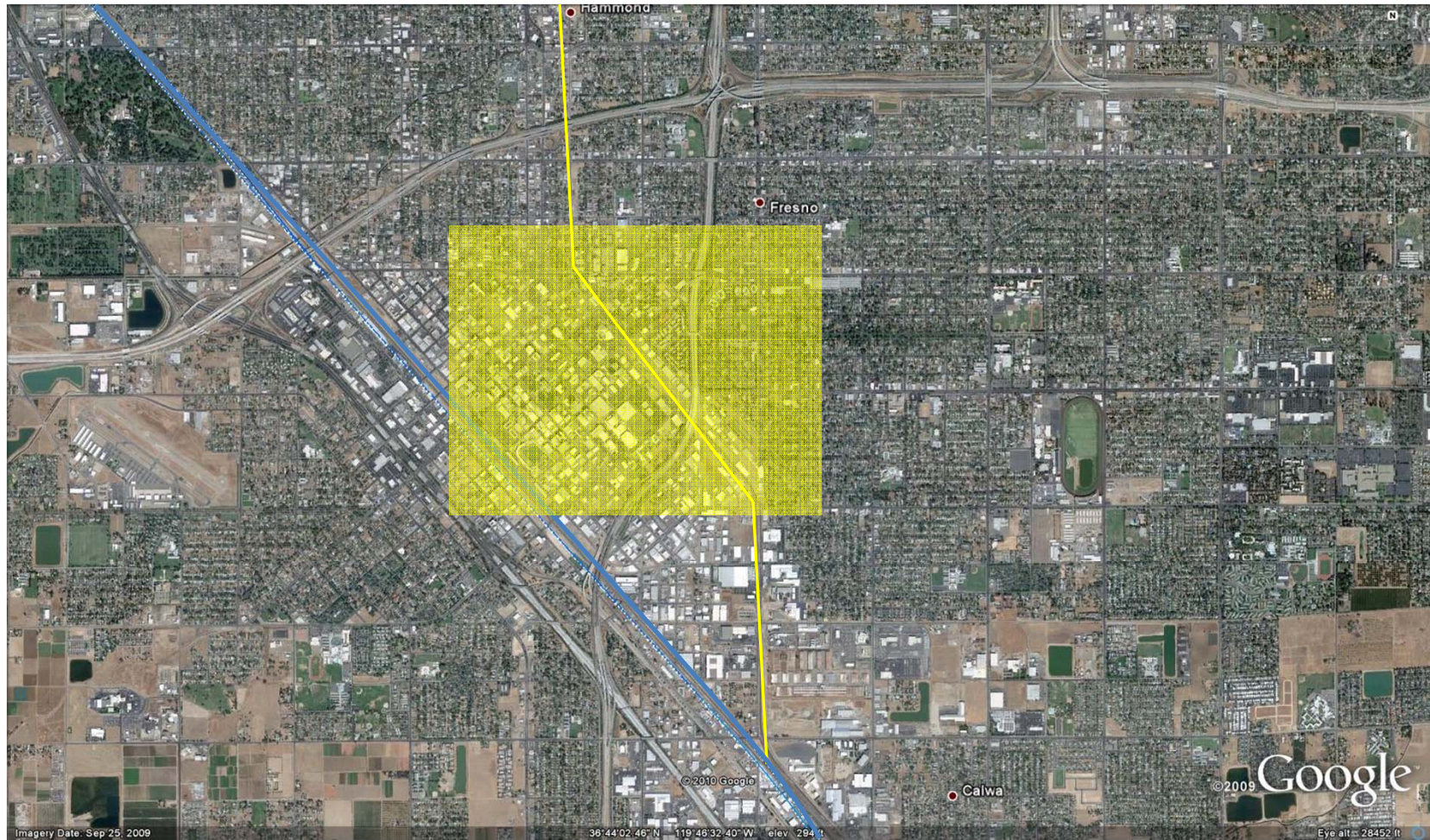
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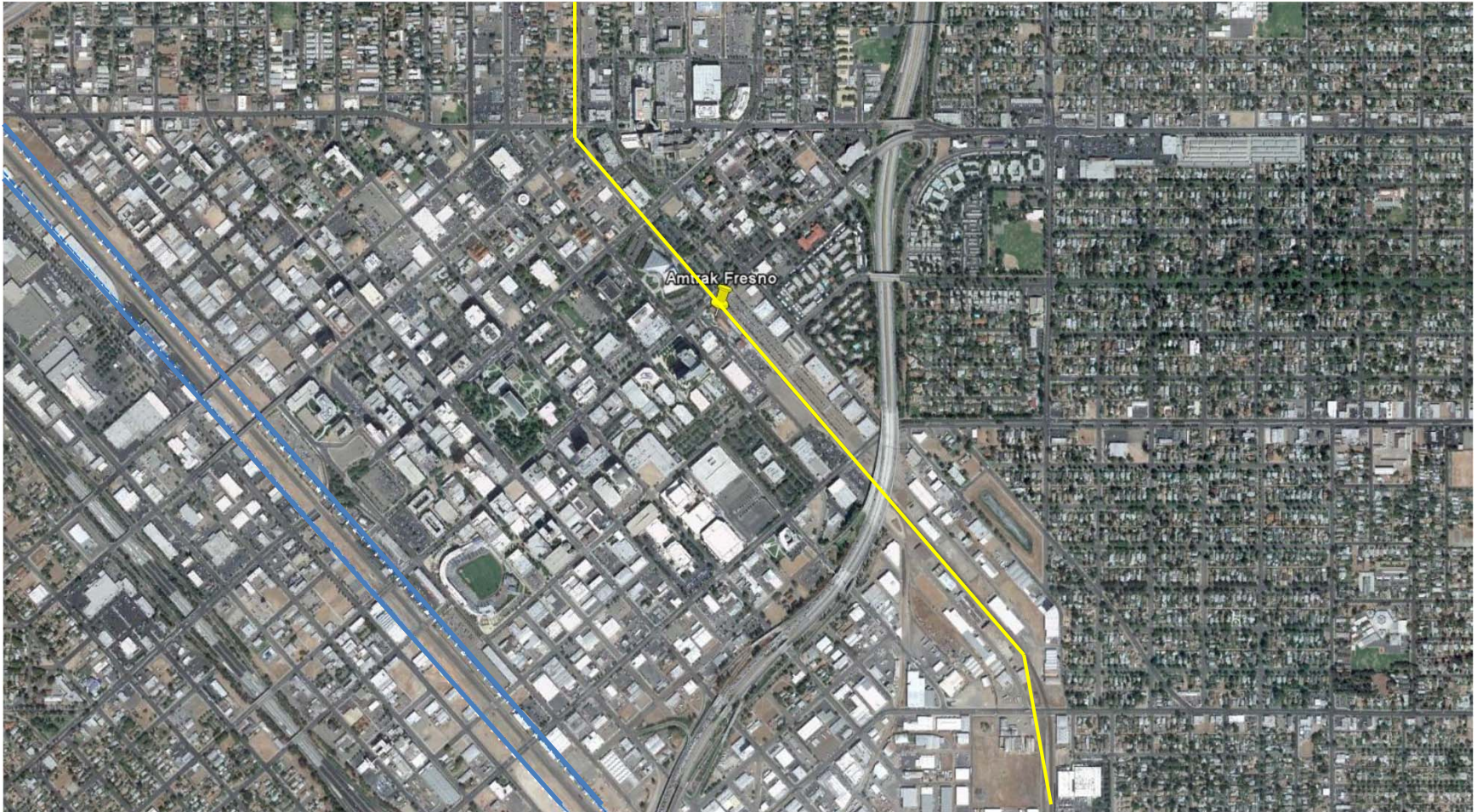
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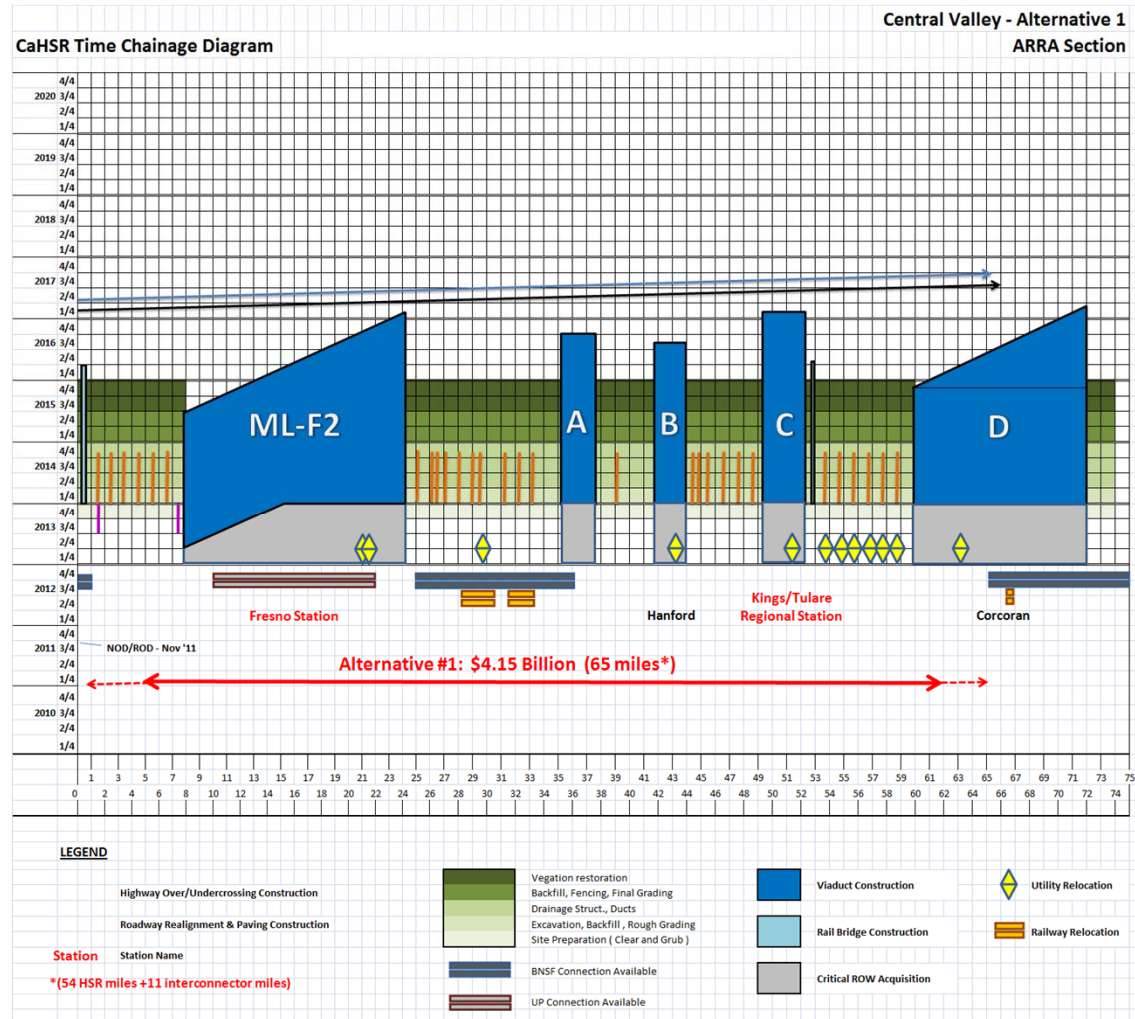
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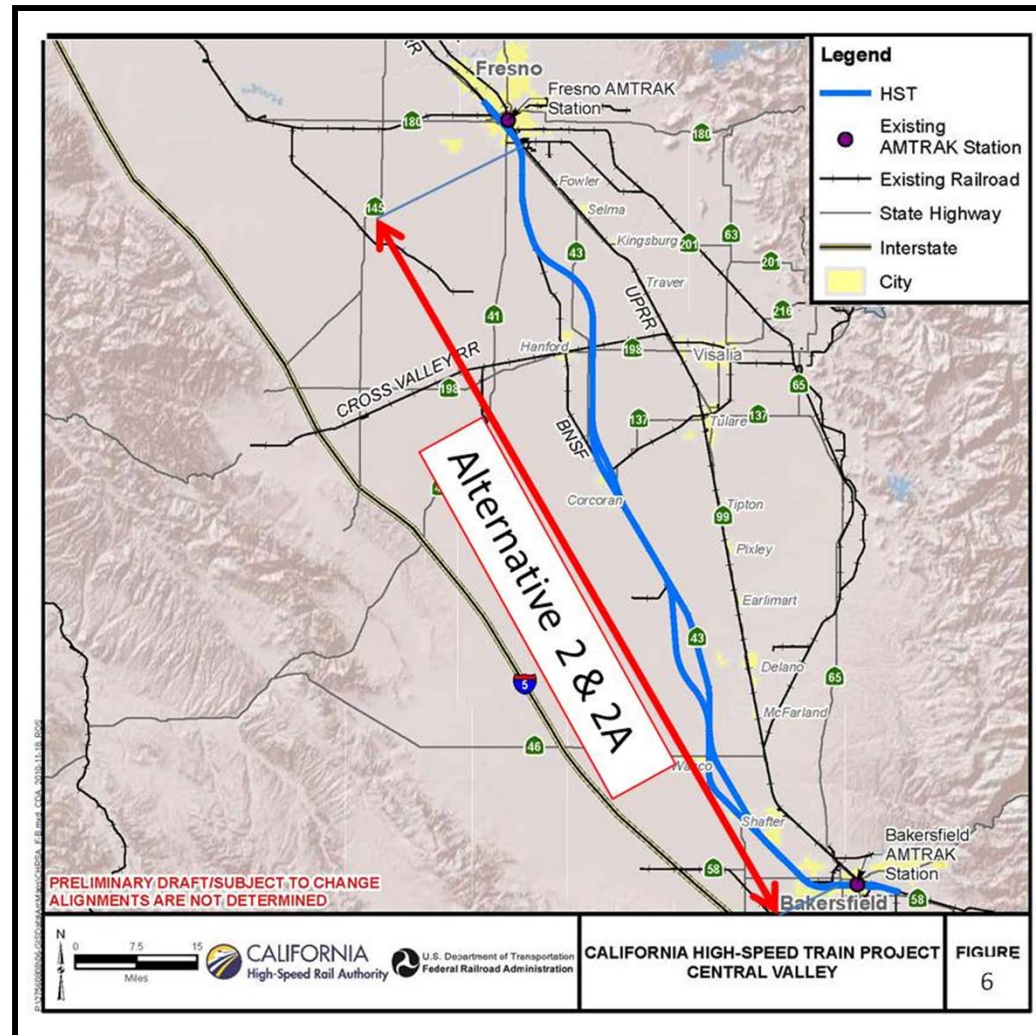
Figure 5: Alternative 1: Time Chainage Diagram





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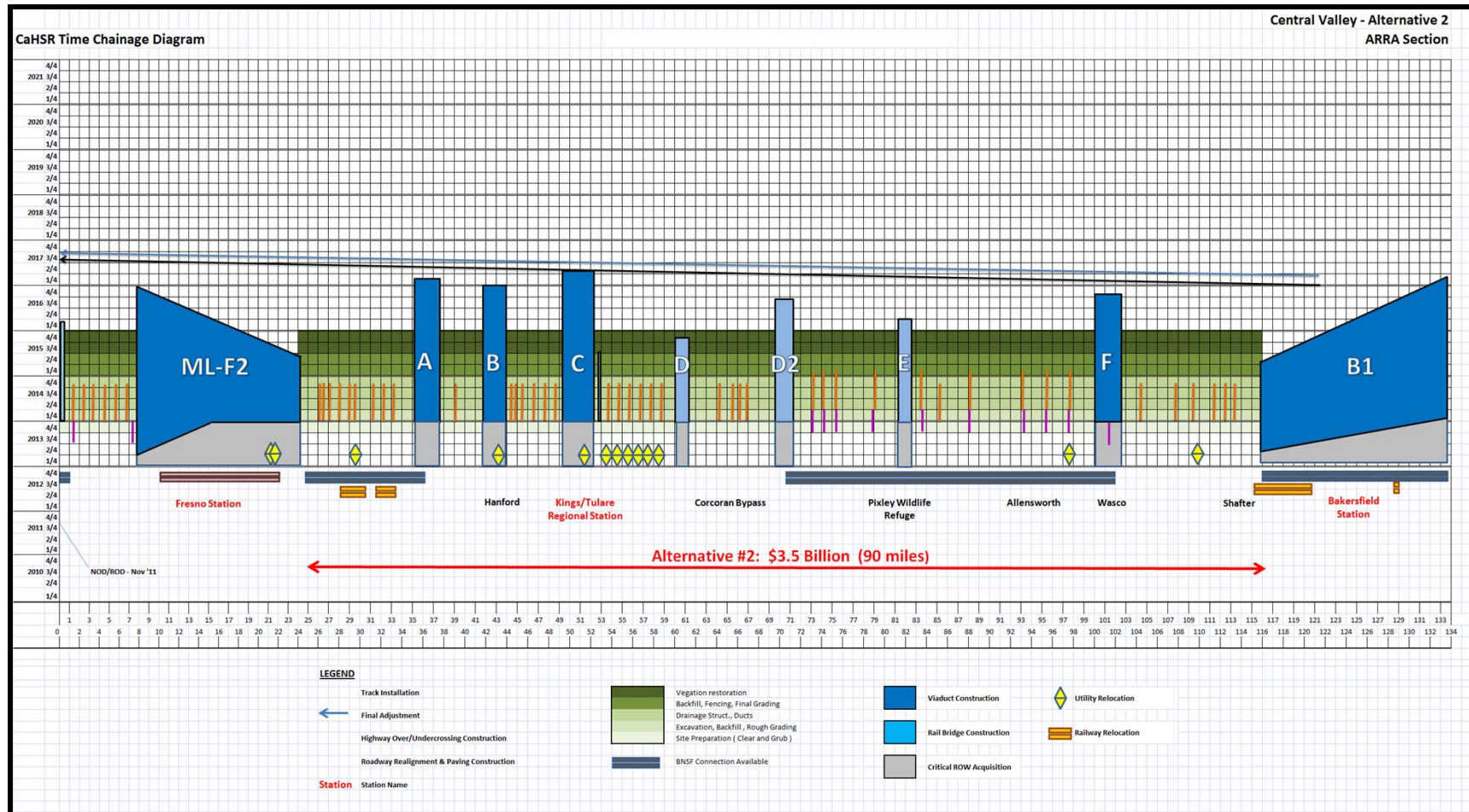
Figure 6: Alternative 2 & 2A: Alignment





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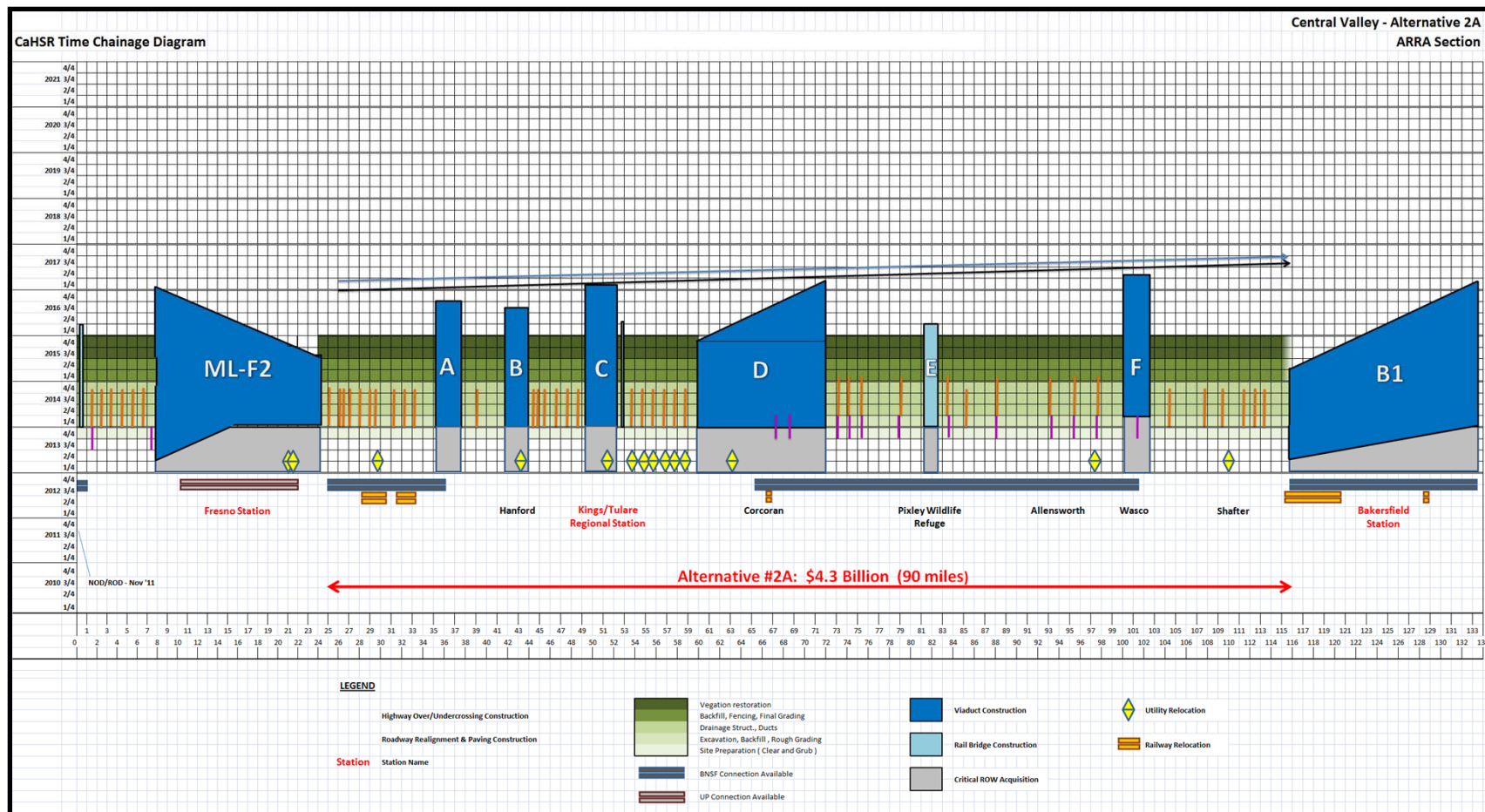
Figure 7: Alternative 2: Time Chainage Diagram





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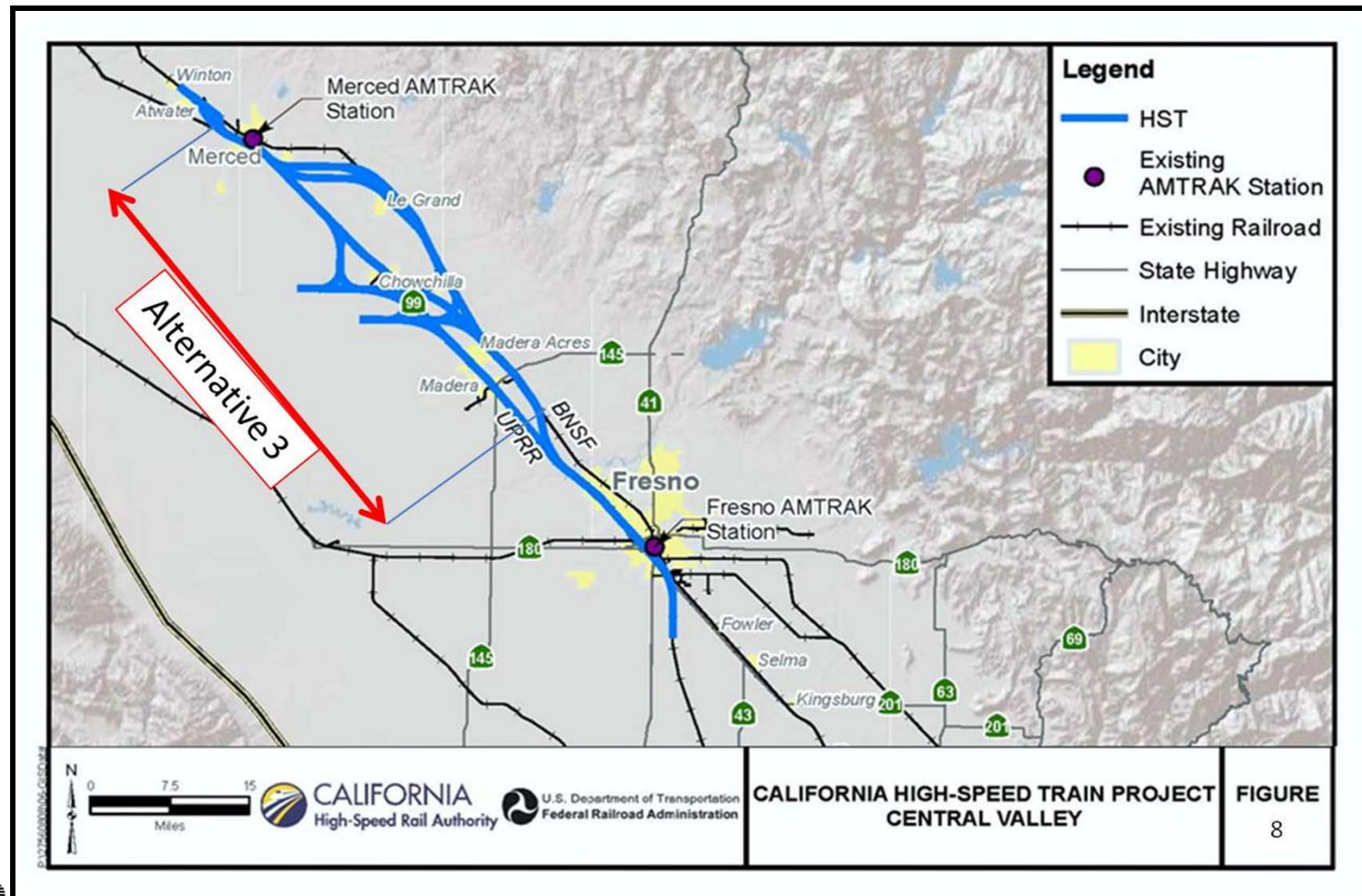
Figure 8: Alternative 2A: Time Chainage Diagram





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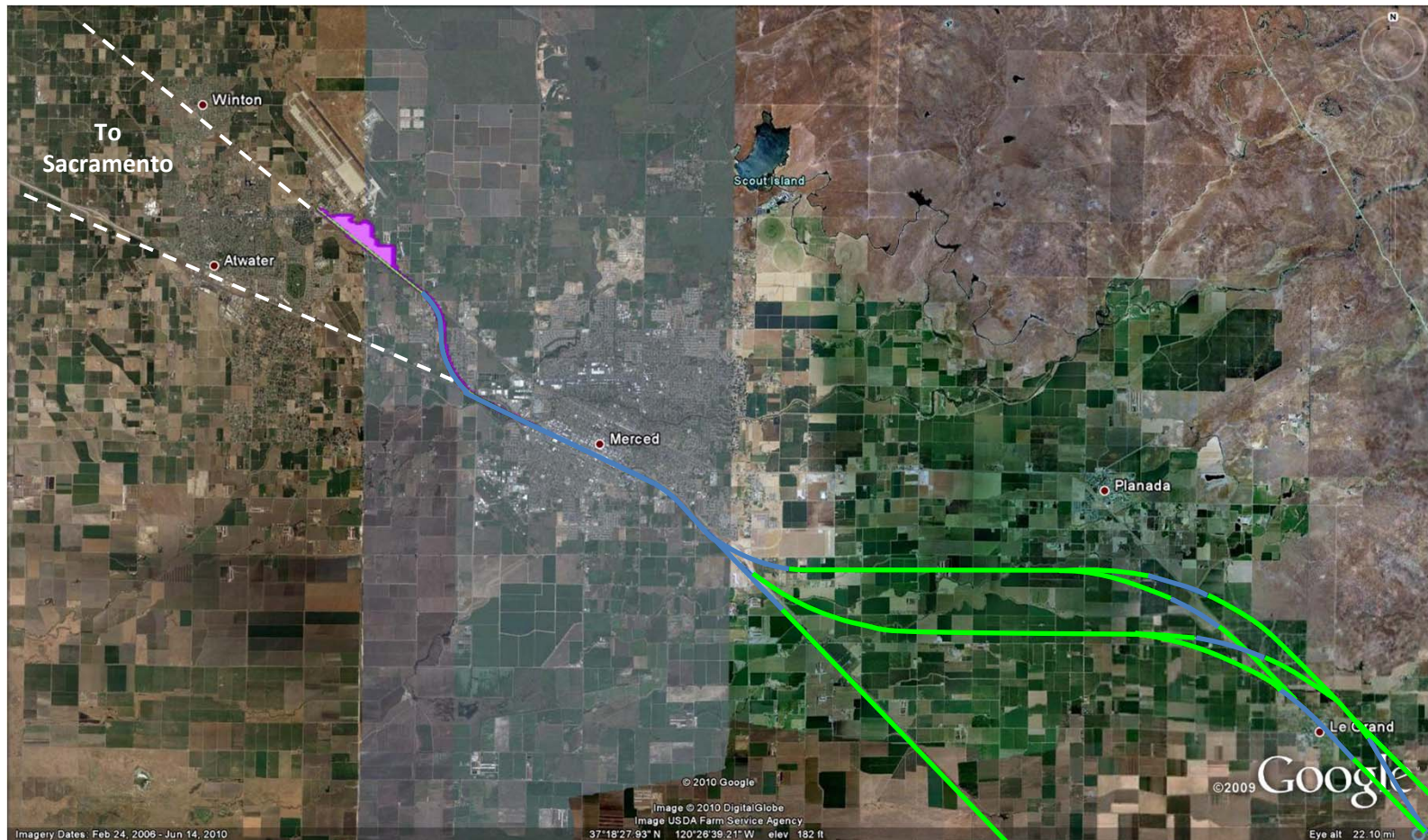
Figure 9: Alternative 3: Alignment





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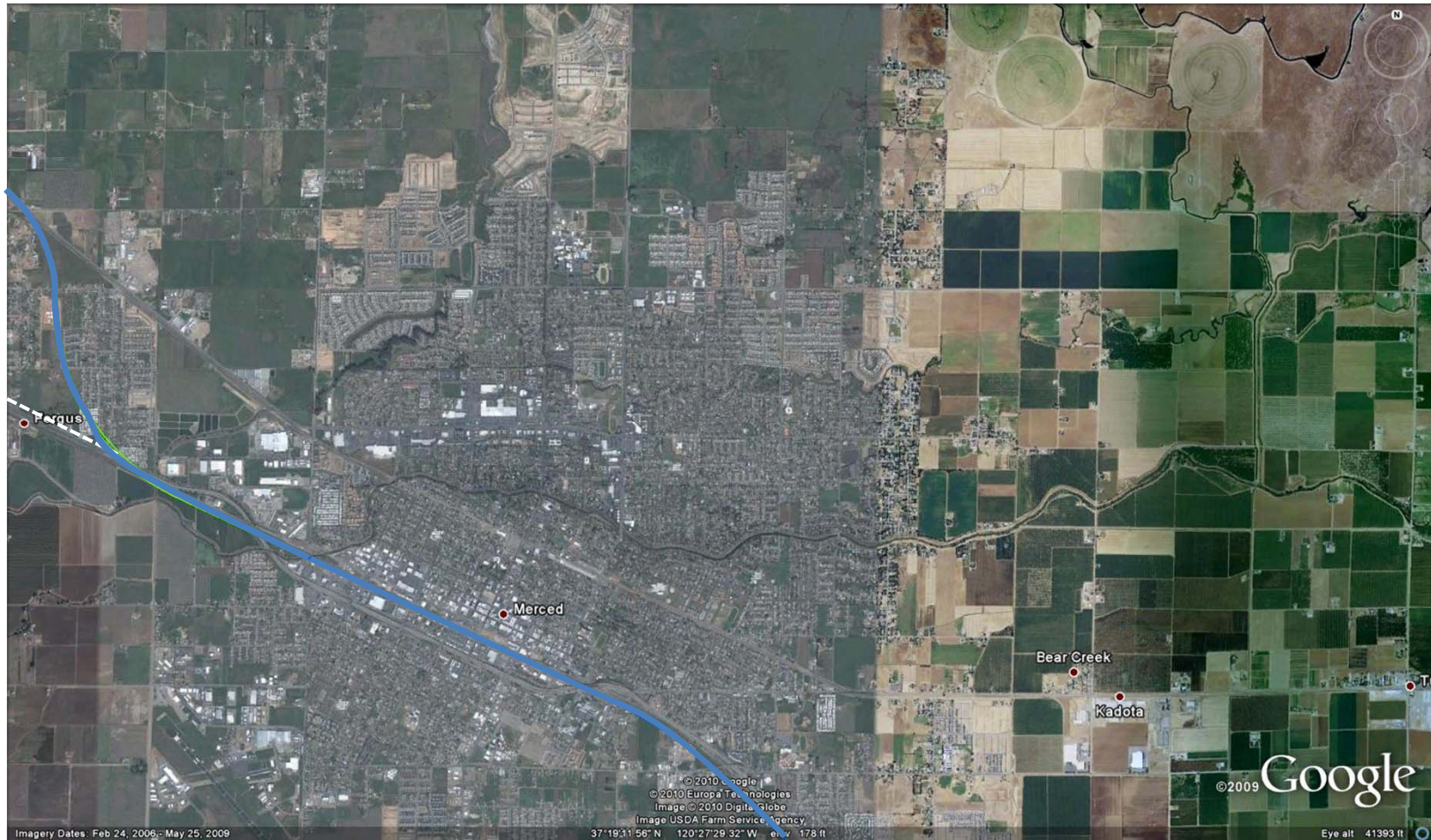
Merced Area





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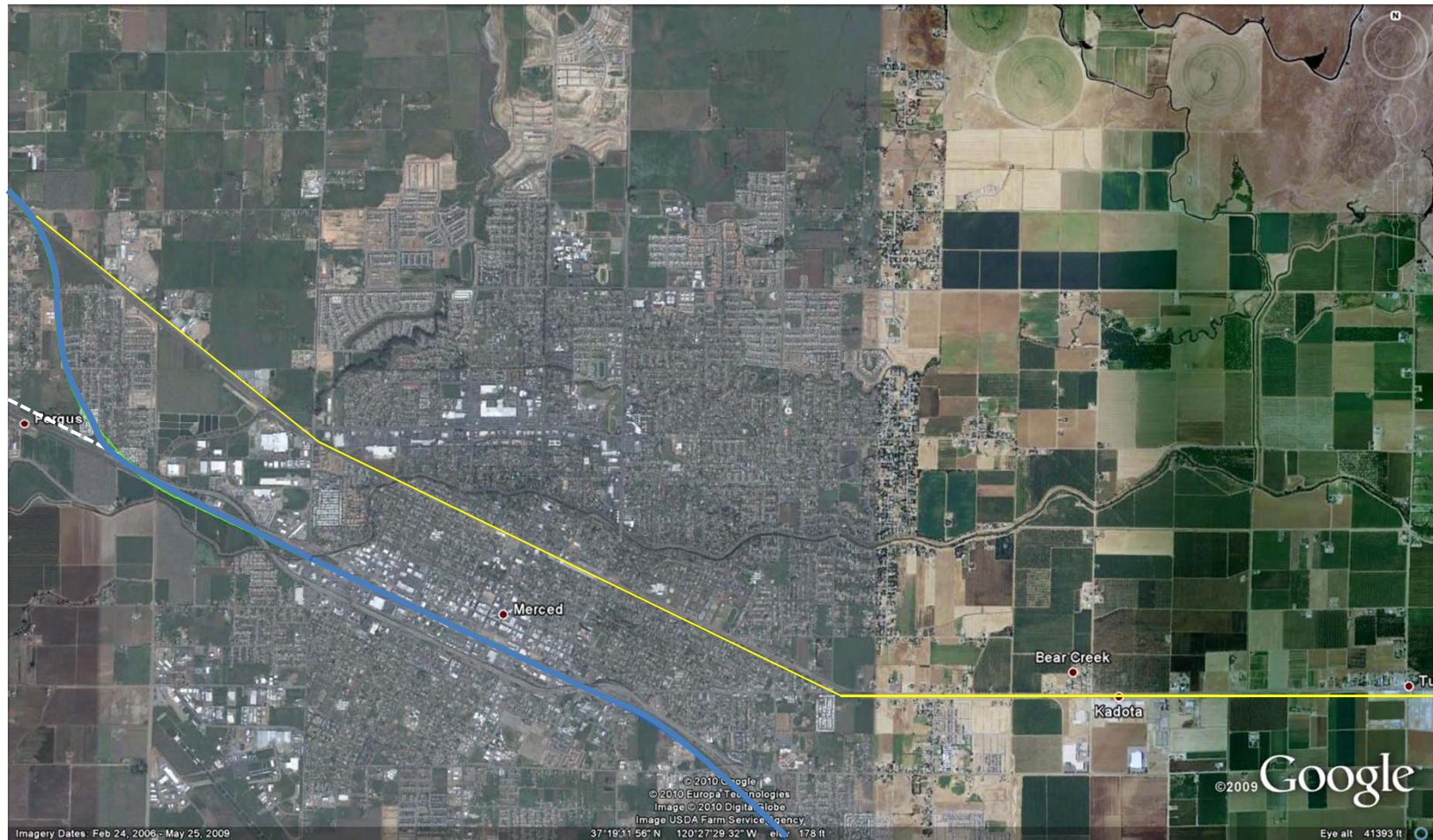
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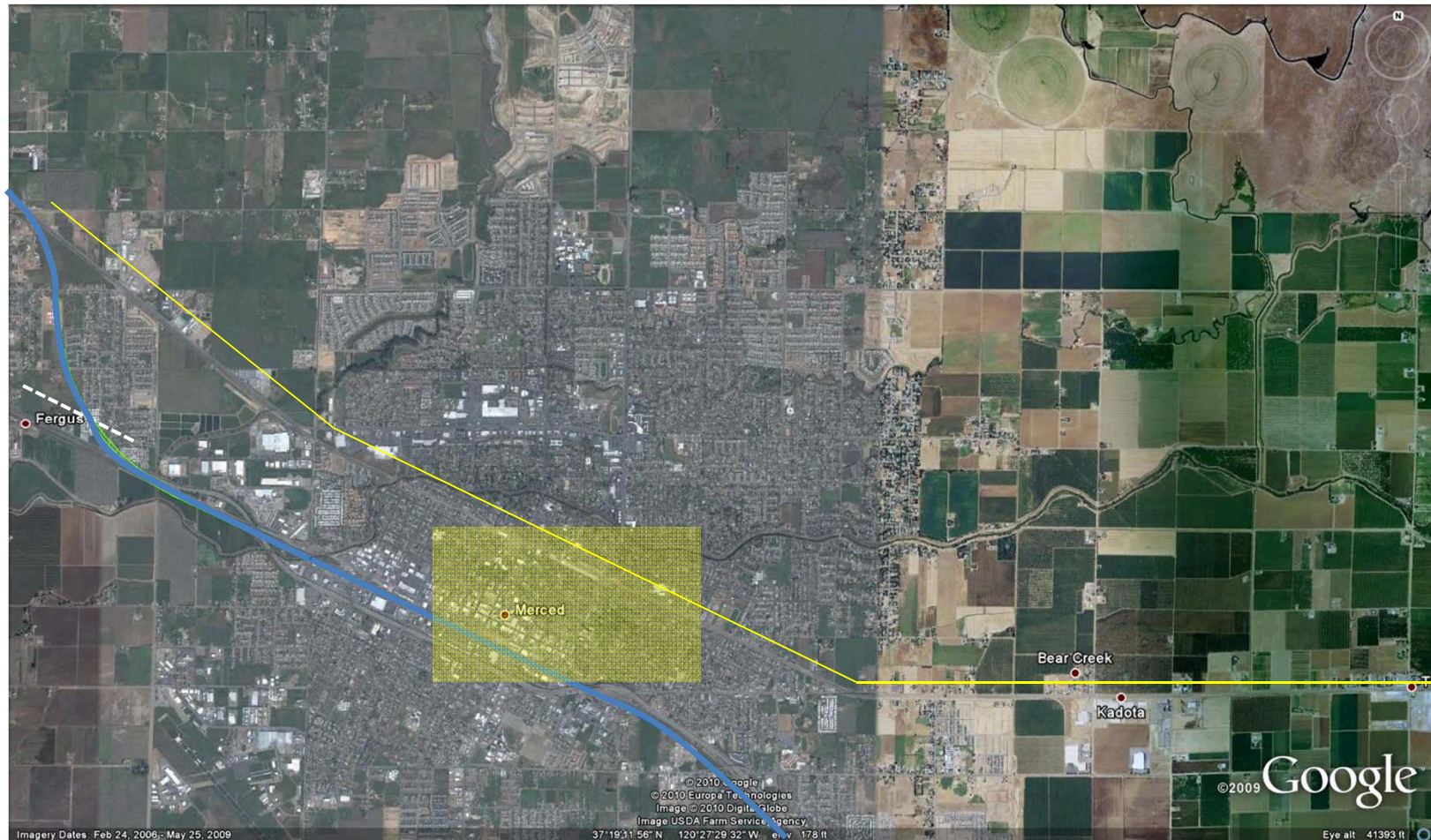
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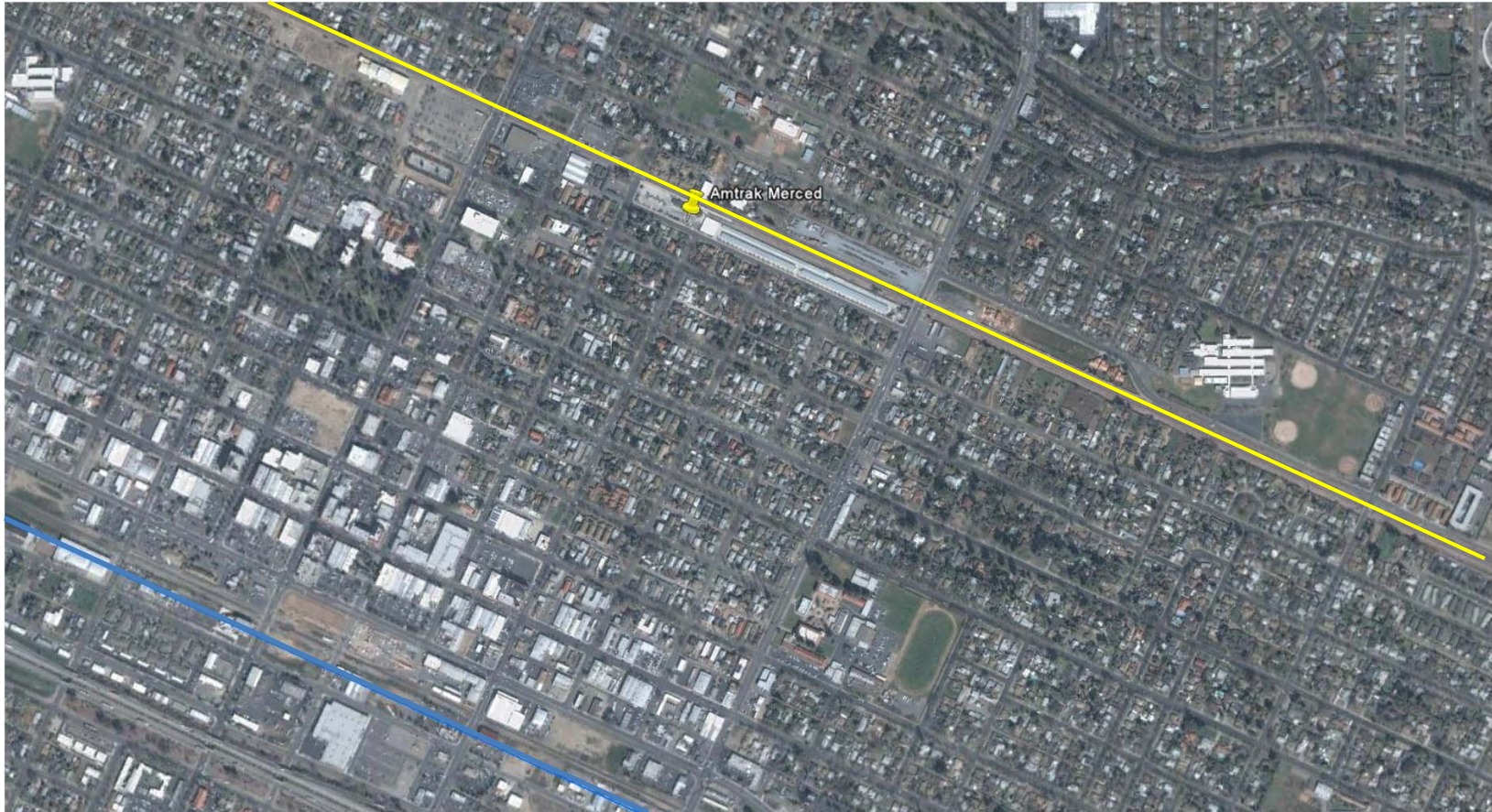
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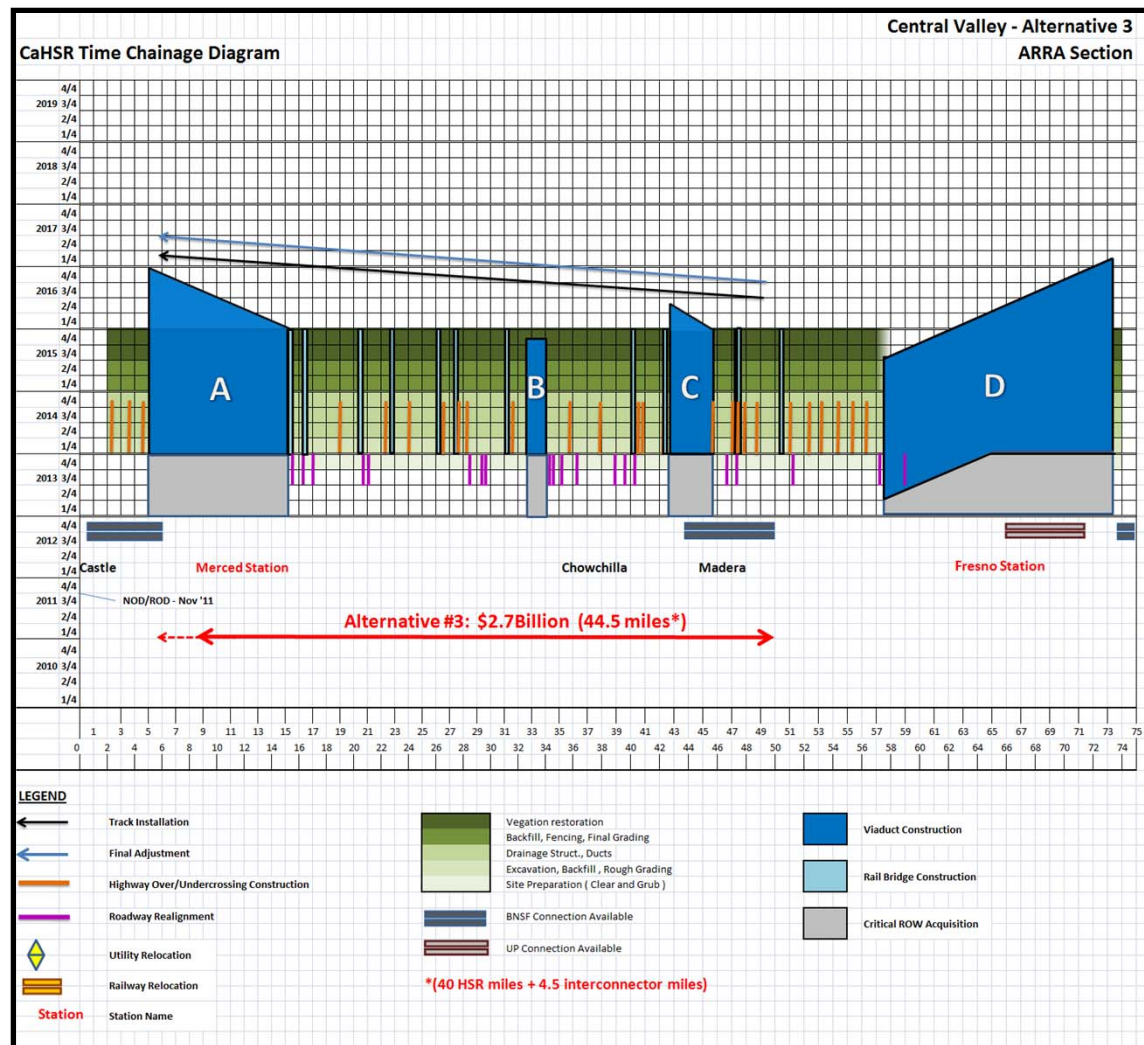




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Figure 10: Alternative 3: Time Chainage Diagram

(Applies to BNSF or Hybrid alignment only)





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SUMMARY SELECTION CRITERIA Approved by Board

Alternative 1 (110 points)

- maximum flexibility for N/S expandability
- most effective use of available funds
- good urban/rural mix
- best “core” to build minimum operating section

Alternative 2/ 2A (102/105 points)

- maximum mileage constructed
- only one EIS/EIR NOD/ROD
- little urban construction
- possibility of stranding funds dependant on alignment in NOD/ROD

Alternative 3 (88 points)

- lowest risk of NOD/ROD
- dependant on selection of 2 of 3 alignments in NOD/ROD
- possibility of stranding funds dependant on alignment in NOD/ROD
- least expandable (phase 1)
- maximum stranding of funding